

## EXTENSIONS OF REMARKS

GOOD BUMPER STICKER SLOGANS  
DO NOT MEAN GOOD GOVERNMENT

## HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. FILNER. Mr. Speaker and colleagues, I rise in strong opposition to H.R. 2, the Line Item Veto Act. I urge us to think very clearly about the important mechanism of checks and balances that I believe will be irreparably damaged if we accept the line item veto.

Article I of the U.S. Constitution—the only contract we really have with America—addresses the duties of Congress. The Founding Fathers gave the power of the purse to Congress, and not to the President. Why, in their wisdom, did they do so? Constitutionalists will tell us the answer lies in the old saying, "the President proposes, the Congress disposes."

It is the legislative branch that is charged with dealing with the details that are so important to every piece of legislation that we see in this, the "people's Chamber." It is tedious and often thankless, but it is part of our agreement with each and every American who cast their votes for us every 2 years.

We hear so much talk these days about term limits and how much better they would make our legislative process. The President already has term limits. Combine that with this line item veto, and what the American people will get is a chief executive with unlimited, unchecked power to unilaterally pick and choose projects to reject.

This should not be construed as an attack against the judgment of the current President. On this issue, I am strictly nonpartisan. Nothing should interfere with the balance of power between the executive and legislative branches of Government. I caution us to resist the temptation of bumper sticker politics.

CONGRATULATIONS TO ALAN  
NELMS, COLORADO'S Voca-  
TIONAL TEACHER OF THE YEAR

## HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to congratulate Mr. Alan Nelms for being named Vocational Teacher of the Year by the Colorado Vocational Association. Alan is a marketing teacher at South High School in Pueblo, CO.

Alan has been recognized for his innovative approach to teaching. Bringing more academics into his marketing classes, the development of business partnerships and job placement programs for his students, Mr. Nelms has exhibited the type of individual we need

teaching our children. His approach to teaching is innovative, refreshing, and continually changing with the demands of the workplace.

Alan's future curriculum includes such ideas as, establishing business internships for teachers so they can learn more about the workplace and improve the School-to-Work Program.

Mr. Speaker, I ask our colleagues to join me in congratulating Alan Nelms on his award. I know all of us thank Alan for his dedication, professionalism, and selfless service to his students.

A TRIBUTE TO F.F. "PANCHO"  
MEDRANO, JR.

## HON. JOHN BRYANT

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. BRYANT of Texas. Mr. Speaker, Texas lost a leading citizen and active advocate for the working people of Texas with the sudden death on January 18, 1995, of F.F. "Pancho" Medrano, Jr.

A member of a politically active family committed to advancing the cause of organized labor and the election of progressive Democratic candidates, Pancho Medrano, Jr., has left an important legacy of community participation.

Pancho Medrano, Jr., was devoted to his family, his community, the well-being of the working men and women he so ably represented, and improvement of society through the electoral process.

His unexpected death at the age of 53 deprived Dallas, TX, and the Nation of an important and influential voice.

For 28 years—more than half his all too brief life—Pancho Medrano, Jr., was an aerospace employee of Vought Aircraft Corp. in Grand Prairie.

He was an effective leader of the organized labor movement in Texas, serving as vice president of the United Auto Workers Local 848 and chairman of its political action committee.

Following in the footsteps of his father and namesake, Pancho Medrano, Jr., made politics and the labor movement part of his extended family.

As Dallas County Democratic Party chairman Ken Molberg noted, "For years, Pancho promoted the policies, platform, and candidates of this great party with a passionate activism that is unique in our times \* \* \*. He gave his all."

That commitment and involvement ran deep in the Medrano family—his father, Pancho Medrano, Sr.; his brothers, Robert, Ricardo, and Rolando Medrano; his sister Pauline; his wife, Socorro Medrano; his sons, Adam and Frank Medrano III; his daughters, Virginia

Coronado and Mia Medrano; and his four grandchildren.

Mike Hall, president of Pancho Medrano, Jr.'s UAW Local accurately described him: "Pancho was the kind of person who never met a stranger. He was always on the campaign trail for someone. He was a friend of the Kennedys in the 1960's and a personal friend of Bill Clinton today."

Whether they were Presidents or union members or a neighbor down the street, Pancho Medrano was a good and loyal friend, who will be missed from the White House to the houses of those of us who lived and worked with him.

WALTER B. JONES FEDERAL  
BUILDING

## HON. JAMES A. TRAFICANT, JR.

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. TRAFICANT. Mr. Speaker, this week I reintroduced legislation to designate the Federal building and U.S. courthouse located at 215 South Evans Street in Greenville, NC, as the "Walter B. Jones Federal Building and U.S. Courthouse." The late Walter B. Jones was a dear friend, and one of the most respected and accomplished members ever to have served in this august body.

Walter Beaman Jones was born in Fayetteville, NC, on August 19, 1913. He attended Fayetteville public schools and the Elise Academy in Hemp, NC. In 1934, he graduated from North Carolina State University and entered the office supply business.

In 1949, Walter Jones began what would prove to be an illustrious and historic career as a public servant when he was elected the mayor of Farmville, NC. He served for 4 years as mayor of Farmville. In 1955 he was elected to the North Carolina State Assembly. After being elected to three terms as a State assemblyman, Walter Jones was elected to the State senate in 1965. In 1966 he won a special election to fill the vacancy caused by the death of former Member Herbert Bonner. From his first days in Congress, Walter worked hard and long for his constituents. He also became a tireless advocate for the American worker and the American farmer. He was reelected to 11 successive Congresses, serving in the U.S. House of Representatives from February 5, 1966 to January 3, 1989. He was a member of the House Agriculture Committee and served as chairman of the Merchant Marine and Fisheries Committee and served as chairman of the Merchant Marine and Fisheries Committee from the 97th through the 100th Congresses.

As chairman of the Merchant Marine and Fisheries Committee, Walter Jones committed himself to ensuring that the United States

● This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

maintained a viable merchant marine fleet and maritime industry.

After leaving Congress in 1989, Walter Jones retired to Farmville, NC where he resided until his untimely death on September 15, 1992. Walter Jones was not only a dedicated, hard working and accomplished public servant, he was a good friend and mentor. I will always remember Walter Jones and I miss him to this day. It is fitting and appropriate to designate a Federal building and U.S. courthouse in his honor. I urge all my colleagues to support his long overdue legislation.

#### TRIBUTE TO FORMER PRESIDENT RONALD REAGAN

**HON. ANDREA H. SEASTRAND**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mrs. SEASTRAND. Mr. Speaker, today is former President Ronald Reagan's 84th birthday and thus a fitting time to remember his striking record of accomplishment and his uniquely American life.

Late last year, President Reagan once again tugged at the heart strings of our Nation by revealing he was in the early stages of Alzheimer's disease—an act of great courage. His intent was typically Reagan. It was not to gather sympathy, but to be an example and a beacon of hope for the millions of people who suffer from this disease.

Today, as the Republican-controlled Congress tries to move the Contract With America through the House of Representatives, we are reminded of the first revolution—the Reagan revolution—that swept through Washington during the 1980's. Many of the things President Reagan championed throughout his Presidency have found a home and a new life in the Republican Contract. Welfare reform, real spending cuts, the balanced budget amendment, giving more flexibility to the States, and the line-item veto were all regular features of the Reagan program stifled by the Democrat Congress.

President Reagan's list of accomplishments seems unending. On the economic front, Reaganomics—as it was derided by his opponents—produced the longest peacetime economic expansion since World War II and blew holes right through the traditional and current Democrat appeals to class warfare. The Reagan tax cuts reduced the top marginal income tax rate from 70 percent to 28 percent and took many low-income people off the tax rolls altogether. The double-digit inflation and soaring interest rates of the Carter years crumbled to record lows. As Mr. Reagan himself has pointed out on many occasions, his only regret was an inability to get Congress to cut spending.

In foreign policy, Mr. Reagan's steadfast commitment to peace through strength sent an important signal to the world that the United States would no longer stand back and watch an expansionist Soviet Union roll up more territory. From Afghanistan to Angola to Nicaragua, the Reagan doctrine put the United States firmly behind the freedom fighters who sought to throw off the oppressive Soviet yolk.

Notwithstanding Time magazine's opinion, President Reagan was truly the man of the decade during the 1980's. There was no single figure more responsible for ending the cold war than Ronald Reagan. One sterling example was the 1986 Reykjavik summit. For 2 days the United States and the Soviets negotiated the most comprehensive arms-reduction treaty in history only to have Mikhail Gorbachev throw a big curve at the end—the United States would have to give up the strategic defense initiative. Ronald Reagan stood before Gorbachev and the world, held his ground, and said no deal. More than any single moment of his Presidency that was the nail right through the heart of the Soviet empire. As Gorbachev himself later admitted, when the Soviets realized that Reagan could not be bowled over, the game had changed and they did not have the resources to keep up.

President Reagan's policy of peace through strength was a hands-down winner. It was a winner in spite of his critics. All during his Presidency Ronald Reagan withstood a vigorous assault from the left. But, through it all, he remained committed to restoring our Nation's defenses. There would be no further examples of American helicopters breaking down over foreign lands, no more fears of a hollow Army, and no lack of morale on the part of American servicemen. Having lived through four major wars in his lifetime, President Reagan was determined to make sure that our Armed Forces—those who would be asked to defend American interests at home and abroad at a moment's notice—had the resources, the respect, and the commitment from their Government to do the job. As he so passionately and eloquently stated in perhaps his finest speech, the 40th anniversary of the allied invasion at Normandy: "We will always remember. We will always be proud. We will always be prepared, so we may always be free."

Ronald Reagan was one of the finest Presidents in our Nation's distinguished history. Despite the arguments put forth by revisionist thinkers, President Reagan's place in history is secure. He stands next to the giants, Presidents like Roosevelt and Lincoln, who arrived at a time when the Nation desperately needed the passion and the leadership of a true believer. As he fights with courage, conviction, and that famous Reagan optimism against Alzheimer's, let us remember and pay tribute to a man who embodies the American Dream.

#### IN RECOGNITION OF THE LATE BROOKS STEVENS

**HON. THOMAS M. BARRETT**

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. BARRETT of Wisconsin. Mr. Speaker, I am saddened, but honored, to pay tribute to the late Brooks Stevens, a pioneer in industrial design who recently died in his and my home town of Milwaukee at the age of 83.

Our Nation has lost one of its most esteemed and accomplished citizens. But, he has left behind a legacy that will continue to touch our lives.

Mr. Stevens' distinguished career extends several decades. He was a founder of the in-

dustrial design business in the 1930's and, along with 13 others, met in New York to create the Society of Industrial Designers. Unlike the other designers, he resisted the temptation to move to New York, keeping his business, Brooks Stevens Design Associates, in the Milwaukee area.

Without us realizing it, Mr. Stevens' accomplishments in the world of design affect our lives daily. His ideas have helped make our lives easier, simpler, and grander. And, no doubt you have used one of his products.

One of Mr. Stevens' earliest successes was the prototype clothes dryer to which he added a window to draw attention to the function of the new product.

He was also responsible for the front fender design for the 1949 Harley-Davidson Hydraglide motorcycle, still used by the company in its heritage classic series of motorcycles.

Other inventions include the Lawnboy, the world's first rotary mower; the Excalibur, an ornate antique-style car with a regular powerful engine; the Miller Beer logo; the outboard motor; civilian Jeepsters after World War II; the Hiawatha train, which he designed from nose to tail; and of course, the Oscar Mayer Wienermobile, the famed advertising car.

Mr. Stevens worked for a total of 585 clients throughout the world, producing 3,000 designs.

In his later years he devoted much of his time and talent to the Milwaukee Institute of Art and Design, where he spent three afternoons a week critiquing the work of design students. There is no doubt, Brooks Stevens was a national treasure. He personified the American spirit and the principles that have made our country great. Milwaukee will sorely miss his presence. But, he will continue to be an inspiration to all of us.

#### TRIBUTE TO CINDY BOWEN

**HON. SCOTT MCINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. MCINNIS. Mr. Speaker, today I rise to recognize an outstanding Coloradan, Mrs. Cindy Bowen, on the occasion of her being awarded 1994 Commissioner of the Year.

Each year the Colorado Counties Board of Directors select a Colorado county commissioner in recognition of their achievements and contributions they have made the previous year. Cindy Bowen is no exception. Her innovative approach to problem solving made her a valuable player, not only in local politics, but in national politics as well. Through her hard work, Commissioner Bowen was instrumental in convincing Members of Congress of the need to increase funding to counties in order to compensate taxpayers for the impact of tax-exempt supporters.

Furthermore, Cindy Bowen is very active in several public land issues and participated in reviewing the Department of Interior's rangeland reform proposals. In my opinion, Cindy is a very intelligent choice to be named this year's Commissioner of the Year.

Mr. Speaker, I ask my colleagues to join me in marking this occasion, and saluting Cindy Bowen.



# STAY IN SCHOOL YEAR— CHANDLER, TX

## HON. JOHN BRYANT

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. BRYANT of Texas. Mr. Speaker, I call the attention of my colleagues and fellow Americans to the leadership role individuals and governmental groups have assumed in my district, the Fifth Congressional District of Texas, in stressing the importance of education to our young people—particularly in the city of Chandler.

The counties, cities, and towns of this congressional district have for decades mirrored the economic and educational makeup of our Nation, with farming being the economic foundation of the rural counties, while finance, manufacturing, and the service industries stoked the furnace of urban areas.

These traditional roles are now less defined throughout our Nation, and nowhere more so than in the district that I am privileged to serve. New technologies, boosted by the information explosion, have resulted in greater production from fewer individuals on lesser acreage, in dairy, beef, and farming operations.

The result is that, more than ever before, fewer and fewer people are able to work the land in exchange for a comfortable, rewarding living.

The answer to this challenge facing our youth is found in one word—education. It is an accidental illustration of the times that the boundaries of the Fifth Congressional District of Texas are defined by two of the Nation's leading institutions of higher learning.

Just to the north of the district is Southern Methodist University, a long-time Dallas fixture as a liberal arts college and graduate school that supplies the area with leaders in business, legal, and other professions. Just beyond the southern border is Texas A&M University, the Nation's premier land-grant educational system. Scientific breakthroughs within the A&M system have changed the face of agriculture for the better, while A&M graduates exert influence on virtually all phases of industry.

And throughout the fifth district community, private and State universities, and junior college systems enhance educational opportunities for students.

In the Fifth Congressional District of Texas the hardware is in place, the dedication is in place, and the commitment is in place to make sure our leaders in the next century will be at the very least the equals of their competitors in the world market.

An outstanding example of this dedication to excellence in education was recently exhibited in the city of Chandler, Anderson County, TX, thanks to the cooperative efforts of city leaders and the U.S. Army.

Mayor Winston Reagan introduced to the Chandler City Council a proclamation stating that 1995 be Stay In School Year in Chandler. It states:

Whereas, each and every young person in this country needs at least a high school education for both financial and personal reasons, and,

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Whereas, the United States Army, through its recruiters, is stressing for all U.S. youngsters to "stay in school and stay off drugs" because an education provides the best opportunities, whether in enlisting in the Army or working at a civilian job; and,

Whereas, Army recruiters will serve as role models for youth and will provide programs encouraging youngsters to stay in school, I, Winston Reagan, Mayor of Chandler, Texas, hereby proclaim 1995 as "Stay in School Year."

I commend Mayor Reagan, the City Council of the City of Chandler, the citizens of Chandler, the U.S. Army and its recruiters for their concerted and cooperative efforts to stress the importance of education, and recommend that their example be followed throughout our Nation.

## TRIBUTE TO GEORGE HERMAN "BABE" RUTH

### HON. BENJAMIN L. CARDIN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. CARDIN. Mr. Speaker, I rise today in recognition of George Herman "Babe" Ruth's 100th birthday. In Baltimore, MD, they are celebrating this historic occasion in the house where he was born.

They are celebrating a man who was larger than life, one of America's true heroes. A man who, many claim, "saved" baseball. They are celebrating a man who earned his nickname "The Sultan of Swat" by creating new standards for baseball players and setting extraordinary batting records, many of which still stand today and none of which were broken in his lifetime.

They are celebrating not just the baseball accomplishments and records of a legend. They are celebrating Babe Ruth the Baltimorean; Babe Ruth the devout Catholic; Babe Ruth the devoted son; Babe Ruth the friend to every kid he ever met. Above all, they are celebrating Babe Ruth the man.

I am proud to be from Baltimore and proud to say that George Herman "Babe" Ruth, born at 216 Emory Street in Baltimore, MD on February 6, 1895, is a native son, long to be remembered not only for his athletic ability, but also for the goodness of his heart.

## TRIBUTE TO LORRAINE PACE

### HON. GARY L. ACKERMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. ACKERMAN. Mr. Speaker, I ask you and my colleagues in the House of Representatives to join me in congratulating Lorraine Pace on the occasion of her induction into the Suffolk County Women's Hall of Fame.

Mrs. Pace's induction is the culmination of her public and private dedication to the survivors of breast cancer. Her tireless activism has made her a role model and an inspiration for all women.

A Long Islander who is all too aware of the high incidence of breast cancer on Long Is-

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land, Lorraine continues to be at the forefront of the fight against breast cancer in Suffolk County. As the breast cancer education specialist at the Stony Brook University Medical Center, Mrs. Pace is uniquely qualified to lead this fight that all too many women on Long Island and throughout this Nation must face in their lifetime. The American Cancer Society estimates that 182,000 women were diagnosed with breast cancer last year alone. Approximately 46,500 women died from the disease in 1994.

As the fight to prevent, and find a cure for breast cancer goes forward, Lorraine Pace takes an honored place in the Suffolk County Women's Hall of Fame.

I ask all my colleagues in the House of Representatives to join me in congratulating Lorraine Pace on her induction and lauding her for many years of work on behalf of the women of Suffolk County.

## HONORING THE MID-HUDSON UNIT OF IRISH NORTHERN AID

### HON. MAURICE D. HINCHEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. HINCHEY. Mr. Speaker, I rise today to ask my colleagues to join me in recognizing the accomplishments of the Mid-Hudson, NY, unit of Irish Northern Aid, commemorating 25 years of support for Irish-American causes. On February 11, the Mid-Hudson unit will come together not only to celebrate the success of the current peace process, but also to pay tribute to several outstanding local citizens who are dedicated to furthering the Irish-American political agenda, principally among them, my friend Tom Hoffay.

Tom Hoffay has been an outspoken advocate for issues of significance to Northern Ireland and has been responsible for the success of many celebrations and events here in the Hudson Valley. He is committed to seeing that our country plays the vital and pivotal role that it is capable of in order to effect lasting peace in Northern Ireland. His dedication to peace through justice is to be commended and should be echoed by all.

I am honored to ask my colleagues to unite with me in expressing support for the Irish-American community on the occasion of the 25th anniversary of Irish Northern Aid.

## AMTRAK ROUTE CLOSURE AND REALIGNMENT ACT OF 1995

### HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. WOLF. Mr. Speaker, I am today, along with Mr. BARTON, Mr. ARMEY, Mr. DELAY, Mr. PACKARD, Mr. FOX, and Mr. ENGLISH, introducing the Amtrak Route Closure and Realignment Act of 1995. Before I elaborate on this legislation, I want to say that this is not an attempt to eliminate passenger rail service in the United States.

This is an attempt to save it. This bill is about an economic rebirth of a system headed for financial disaster—a disaster that would loom large even if the American taxpayers were willing to continue present subsidies. And they are not.

When the private railroads turned over their passenger business to the Government in 1971, Congress made what was referred to as a one-time grant of \$140 million for startup help. More than two decades later, a total of about \$15 billion in taxpayer assistance has been granted to Amtrak.

This legislation seeks to achieve the evolution of a passenger rail network in this Nation which can be viable on greatly reduced taxpayer subsidies. Current Federal subsidies for Amtrak, including operating, capital, and mandatory retirement payments, total more than \$1 billion annually. Of that total, nearly \$400 million is for operating subsidies. The goal of this legislation would be to reduce and possibly phase out the operating subsidies over a 5-year period.

In December, the Amtrak Board of Directors took very positive action in announcing some route closings, truncations, and frequency reductions. But these realignments were targeted only at dealing with the current revenue shortfall of about \$200 million. These decisions, painful as they were, represent just the first step. Much more remains to be done.

Since some of Amtrak's unprofitable routes have been mandated by Congress, it is imperative that Congress provide Amtrak with the assistance needed to reinvent this system into one that is operated under strict business principles.

My legislation would remove the painful decisions that must be made from the political realm and place them in the hands of an independent Commission modeled after BRAC, the Base Realignment and Closure Commission. The Total Realignment of Amtrak Commission [TRAC] would conduct an economic analysis of the entire Amtrak system and hold public hearings around the country to ensure that the public and other stakeholders were given the opportunity to be heard. This would be as fair a process as humanly possible with the end goal to make recommendations on route closings and other realignments urgently needed to ensure the survival of a passenger rail system in America.

In addition to economic data, TRAC would also review nonmonetary data such as the contributions made by certain routes toward alleviation of airport congestion, pollution abatement, and energy conservation. This Commission would also examine alternative modes of transportation in rural areas, as well as look at uses communities could make of abandoned rail lines.

Under my legislation, no segment of the Amtrak system would be exempt from review, including the Northeast corridor. TRAC would also examine the ridership forecasts and other assumptions underlying the Northeast corridor, particularly with respect to the continuation of the electrification of this corridor from New Haven to Boston, a project that will demand large subsidies in future years. This is about a \$2 billion project, with nearly \$500 million already expended.

The recommendations of this Commission would not be limited to a system which offers

national, interconnected service. After the completion of systemwide economic analysis, the Commission could find, for example, that the only system which can be justified to the taxpayers is one that provides regional services. However, connectivity could be an option examined by States along currently unprofitable long haul routes. If States would decide to continue service along such routes slated for closure, State officials could contract with Amtrak to continue service, possibly using flexibility under block grants.

I would point out that, under current law, this Commission would face a difficult dilemma. Because the Rail Labor Protection Act mandates payment of 6 years of full benefits to any rail worker who loses a job due to a route closing, many of the most unprofitable routes would cost more to close than to keep them limping along at a loss. In fact, under the 30-mile rule also in current law, an Amtrak employee is entitled to demand the full severance package if he is merely relocated 30 miles or more. No union workers in the private sector are afforded such generous severance compensation, and these astronomical costs are one of the reasons that every trip on this system costs American taxpayers \$25.

My colleague, Mr. BARTON of Texas, has reintroduced his legislation to remedy this dilemma by limiting such severance benefits to 6 months and by eliminating the so-called 30-mile rule. I am supporting my colleague's bill and its speedy enactment would be very helpful to the decisions which would have to be made by the route closing Commission.

After conducting a complete, systemwide, economic review, TRAC would present its recommendations to Congress. The Commission's recommendations would then be considered by Congress under an expedited timeframe with no amendments permitted and an up-or-down vote.

The members of TRAC would be appointed by the President and by the majority leadership in the House and Senate, in consultation with minority leadership in both bodies. My legislation calls for the membership of the Commission to be comprised of individuals with expertise in rail finance, economic analysis, legal issues, and other relevant areas. Also serving on the Commission would be the Secretary of the U.S. Department of Transportation, one representative of a rail labor union, and one member of rail management.

In conclusion, Mr. Speaker, I would reiterate that saving passenger rail service in this country requires objective analysis and urgent remedies. And, I believe it has to be a system that we can justify to the taxpayers.

#### TRIBUTE TO COL. WILLIAM F. GABELLA

**HON. SCOTT McINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to congratulate Col. William F. Gabella, who recently received his Master of Law (LLM) in Air and Space Law from McGill University in Montreal, Canada.

Mr. Speaker, as Colonel Gabella receives his degree, I would like to join his colleagues, family, and friends throughout the community of Canon City in congratulating him. Colonel Gabella is an individual whom I greatly admire and respect, and I am pleased to salute him on this important occasion.

This amazing accomplishment was arrived at by hard work and great intelligence. Colonel Gabella is a credit to Colorado and I'm proud to say he resides in my congressional district.

My best wishes to Colonel Gabella and his family. He has made all who know him proud.

#### A TRIBUTE TO PHILLIP L. WILLIS, AN AMERICAN HERO

**HON. JOHN BRYANT**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. BRYANT of Texas. Mr. Speaker, one can tell a lot about a man by what he chooses to do with his life. And Phillip LaFrance Willis was an American hero who chose to live his to the fullest.

This much decorated veteran of World War II died of leukemia on Friday, January 27, 1994, at his home in Dallas.

Phil Willis, major, U.S. Air Force, retired. That is how he will be best remembered. And that is the way he would want to be remembered.

At daybreak on December 8, 1941—the morning after the day of infamy—23-year-old Second Lieutenant Willis, wearing his cowboy boots as he patrolled a beach near Pearl Harbor, captured America's first enemy prisoner of World War II.

Until his retirement as a 28-year-old major as a result of combat injuries in 1946, Phil Willis served with distinction as a B-17 bomber pilot through the Battles of Midway, Guadalcanal, the Coral Sea, New Guinea, and New Britain.

In 52 missions, he was credited with sinking four ships, including one of Japan's largest troop transports, and a submarine and shooting down eight enemy aircraft. He walked away from two downed bombers in the Pacific without losing a crewmember.

His service earned him more than 20 decorations, making him among the most decorated Texas pilots of the war and winning him a place in the Army Air Corps Hall of Fame at Brooks Field in San Antonio.

Born in Kaufman County, TX, on August 2, 1918, Phil Willis did not confine his patriotism to military service.

Throughout his 76 years, Phil Willis was devoted to his country, his community, and his fellow citizens. Whether in uniform, in appointed or elective public office, in community and veterans organizations, or in private life, he was devoted to public service. Loyalty always guided him.

While working to earn his 1948 undergraduate degree from North Texas State University, now the University of North Texas, the young veteran was elected to the Texas House of Representatives from Kaufman County, where he served two terms.

Simultaneously elected to the Texas Legislature, Phil and his brother, Doyle Willis, who



continues to serve with distinction, are the only two brothers to have served together in the Texas House of Representatives.

Phil Willis also served as a member of the San Antonio Zoning and Planning Commission and was a Texas Centennial Statehood Commissioner. As a real estate broker, builder, and developer, he was always active in professional and business affairs.

He was named Man of the Year by the San Antonio Jaycees in 1951 and was tirelessly devoted to veterans affairs, particularly through the Veterans of Foreign Wars of which he was a life member and which honored him for distinguished service in 1958 and elevated him to National Aide-de-Camp that year.

Phil Willis served as president, chaplain, and trustee of his chapter of the Pearl Harbor Survivors Association and served as its representative to the Greater Dallas Veterans Council.

A 32d Degree Scottish Rite Mason, he was active in raising funds for the Shrine Crippled Children's Hospital.

He was proud to be a member of the Sons of the Republic of Texas and the Sons of Confederate Veterans, and he earned accolades as an award winning chili cook.

Phil Willis was devoted to his family—his wife of 51 years, Marilyn Stubblefield Willis, his daughters, Linda Pipes and Rosemary Roach, and his four grandchildren—his church, and his friends.

He was a good yellow dog Democrat who served as a precinct election judge. In fact, his memorial service program proclaims that he was a "proud, conservative Sam Rayburn Democrat."

Phillip L. Willis, major, USAF, retired, a man who served his country and community exceeding well, a man of humor and good will who enjoyed life and those he lived it with, a man described appropriately, and with humor in that memorial program as "A myth of a man—he didn't myth much."

Phil Willis, patriot and friend, we will miss you.

#### 50 YEAR ANNIVERSARY OF VFW POST 4012, NORTHVILLE, MI

#### HON. LYNN N. RIVERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Ms. RIVERS. Mr. Speaker, I rise today to recognize a very important organization in my district. The Veterans of Foreign Wars Post 4012 in Northville, MI, achieved the milestone of 50 years on January 30, 1995. On February 4, 1995, the Post is celebrating this milestone with their families and friends.

VFW Post 4012 has been supportive of service men and women at any time of need. Every month members from the post travel to nearby VA hospitals to enjoy fellowship with fellow veterans. During the Persian Gulf conflict the post provided support to our soldiers by sending over 1,200 CARE packages to our troops. The post also operates, in conjunction with the local American Legion, their own cemetery for local veterans.

VFW Post 4012 has been a leader within the VFW organization. They were the first post worldwide to achieve 100, 200, 300, 400, and 500 lifetime members. Including the ladies' auxiliary, the post currently has over 600 members, a feat that speaks to the commitment of veterans to continued service to our community.

Post 4012 is having an impact on everyone in the Northville community. Their efforts include coordination of parades with the American Legion, opening the doors of their hall for several community organizations to meet at no cost, and finally, in an effort to help with the costs of college, a local scholarship for Northville students.

Mr. Speaker, the members of VFW Post 4012 all served this country once. Now they are serving their country again. And I for one would like to thank them for all they have done, and will continue to do. So to Commander Gordon Mason, Senior Vice Commander Henry Tiilikka, and all members of Post 4012: Congratulations on your 50th anniversary.

#### AFFORDABLE HOUSING IN WINDWOOD

#### HON. SOLOMON P. ORTIZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. ORTIZ. Mr. Speaker, a cherished part of the American dream is home ownership. It gives people a sense of permanence and a stake in their communities and in their country.

Today, a first of its kind public-private partnership with Fannie Mae and the city of Brownsville, Texas Commerce Bank, the Department of Housing and Urban Development HOME Program, Federal Home Loan Bank of Dallas, and Mercantile Bank NA, was announced for the development and construction of a subdivision to provide affordable housing to hundreds of Brownsville residents. The single-family homes to be constructed at Windwood will be available for purchase by families earning as little as \$11,500 per year through a unique lease-purchase financing plan that will transfer fee-simple ownership to qualifying families in 2 years.

Today in Texas, 59.3 percent of the families own their own homes. This rate compares with a national home ownership rate of roughly 64 percent, according to the latest U.S. Census figures. As the Representative of families living in the 27th Congressional District of Texas, I am pleased to see the Brownsville Community Development Corp., Fannie Mae, Federal Home Loan Bank of Dallas, and the Texas Commerce Bank spearheading such public-private partnerships which will help young, hardworking families in south Texas move into the home they have always wanted.

The Windwood Development will be the largest lease-purchase housing program on a single site ever financed by Fannie Mae's Southwestern Regional Office. Fannie Mae will buy over \$11.2 million in first lien loans originated by Texas Commerce Mortgage Co., a division of Chemical Bank. Families wishing to purchase their home under the lease-purchase

program must make a \$750 down payment, exhibit a credit history acceptable to Texas Commerce Mortgage Co., complete a first-time home buyer education program, and contribute monthly payments for 2 years to an escrow account set up to assist the family in saving the remainder of the down payment and closing costs.

This public-private partnership is one of the State's most innovative combinations of public and private sector financing. Anytime a city can completely recover a public sector investment through the immediate creation of a property tax base, while at the same time providing safe, high-quality housing and the opportunity for home ownership for our citizens—we all win.

The subdivision at Windwood is specifically targeted to provide the opportunity for young, working families to own a high quality home of their own. This reduces the need for them to live in cramped quarters with their parents, or to pay for building their own home later.

The total project is expected to be completed within 2 years and will cost approximately \$13 million. Financing partners will include Texas Commerce Mortgage Co.—supplying \$11.2 million in one-time assumable loans, the Department of Housing and Urban Development HOME Program—through the city of Brownsville, the Federal Home Loan Bank of Dallas—providing \$1.6 million in second lien deferred loans, and Mercantile Bank NA—lending \$10 million for interim construction and development financing, and Fannie Mae. The Community Development Corp. of Brownsville will be the project owner through the lease purchase period, and will serve the project developer.

I commend the financing partners for recognizing the needs of the local community, while at the same time exhibiting the willingness to invest in new solutions to help working Brownsville families realize a part of the American dream. It is only through public-private partnerships such as these that the dream of home ownership will become a reality for many of our working families in south Texas.

#### AMENDING THE METROPOLITAN WASHINGTON AIRPORTS ACT OF 1986

#### HON. CONSTANCE A. MORELLA

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mrs. MORELLA. Mr. Speaker, today I am pleased to introduce legislation to amend the Metropolitan Washington Airports Act of 1986, which has been overturned by a Supreme Court ruling. Under the 1986 Airports Act, Congress transferred control of National and Dulles Airports from the Federal Aviation Administration [FAA] to a local authority, the Metropolitan Washington Airports Authority [MWAA]. When the Supreme Court last month upheld a decision by the Appeals Court regarding the constitutionality of the Congressional Board of Review, it also dissolved the authority of MWAA. On March 31, MWAA's ability to pass a budget, issue bonds, and implement plans for the \$2 billion renovations at

National Airport will end. Consequently, we, in Congress, must act quickly and pass legislation to allow National and Dulles Airports to continue to operate.

My legislation would create a new Airport Authority governed by a board of directors made up of 11 members who would meet certain criteria: they must live in the area affected by the airports; and they cannot be paid for their services on the board.

The members of the board of directors would be appointed: 1 by the Governor of Virginia, 1 by the mayor of the District of Columbia, 1 by the Governor of Maryland, 2 each by the representatives from the local governments of Virginia, Maryland, and the District of Columbia who sit on the Metropolitan Washington Council of Governments [COG] board of directors, and 2 by the Virginia State legislature.

Under my bill, the Congressional Review Board would be dissolved, in keeping with two separate rulings by the Supreme Court.

An airport authority appointed by local elected officials, under the watchful eye of Congress, would work hard to foster regulations that are fair and in the best interest of both the airlines and the public. An authority that is responsible to local concerns will help the aviation industry remain a good neighbor to the communities that it serves. I hope all of my colleagues will join me in support of this necessary legislation.

H.R. —

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Metropolitan Washington Airports Act Amendments of 1995".

#### SEC. 2. FINDINGS.

Section 6002(7) of the Metropolitan Washington Airports Act of 1986 (49 U.S.C. App. 2451(7)) is amended—

(1) by inserting "declining" after "perceived"; and

(2) by striking "the growing local interest," and inserting "the increasing need for local planning and management on a metropolitan statistical area basis."

#### SEC. 3. AIRPORTS AUTHORITY.

(a) BOARD OF DIRECTORS.—Section 6007 of the Metropolitan Washington Airports Act of 1986 (49 U.S.C. App. 2456) is amended by striking subsections (e), (f), (g), and (h) and inserting the following:

"(e) BOARD OF DIRECTORS.—

"(1) APPOINTMENT.—The Airports Authority shall be governed by a board of directors of 11 members as follows:

"(A) 1 member shall be appointed by the Governor of Virginia.

"(B) 1 member shall be appointed by the Mayor of the District of Columbia.

"(C) 1 member shall be appointed by the Governor of Maryland.

"(D) 2 members shall be appointed by the Virginia State legislature.

"(E) 2 members shall be appointed by those representatives from Virginia local governments who are on the Board of Directors of the Metropolitan Washington Council of Governments.

"(F) 2 members shall be appointed by those representatives from the District of Columbia government who are on the Board of Directors of the Metropolitan Washington Council of Governments.

"(G) 2 members shall be appointed by those representatives from Maryland local governments who are on the Board of Directors of the Metropolitan Washington Council of Governments.

The Chairman shall be appointed from among the members by a majority vote of the members and shall serve until replaced by a majority vote of the members.

"(2) RESTRICTIONS.—Members (A) shall serve without compensation other than reasonable expenses incident to board functions, and (B) must reside within the Washington Standard Metropolitan Statistical Area.

"(3) TERMS.—Members shall be appointed for terms of 4 years.

"(4) REQUIRED NUMBER OF VOTES.—7 votes shall be required to approve bond issues and the annual budget.

"(f) AIRPORT NOISE.—

"(1) BALANCED ENVIRONMENTAL PROTECTION.—In order to protect the public from the impact of aircraft noise and at the same time provide for suitable air transportation service to the Washington Standard Metropolitan Statistical Area, a proposed action of the board of directors which could result in a change in the impact of aircraft noise in the vicinity of a Metropolitan Washington Airport may not take unless, at least 60 days before the action is to take effect, the board of directors—

"(A) notifies, in writing, the Committee on Noise Abatement at National and Dulles Airports of the Washington Council of Governments of the action for the purpose of allowing such committee the opportunity to review, and submit comments on, the action; and

"(B) submits, in writing, to such committee a response to any comment of such committee with respect to the action within 30 days after the date of receipt of such comment."

#### SEC. 4. EFFECTIVE DATE.

(a) IN GENERAL.—Except as provided in subsections (b) and (c), the amendments made by sections 2 and 3 shall take effect on the date of the enactment of this Act.

(b) LIMITATION ON APPLICABILITY.—Persons appointed as members of the board of directors of the Metropolitan Washington Airports Authority on the date of the enactment of this Act shall continue to serve on such board until their respective terms expire under former section 6007(e).

(c) INITIAL APPOINTMENTS.—

(1) VIRGINIA APPOINTMENTS.—The Governor of Virginia shall appoint under new section 6007(e)(1)(A) a person to fill the vacancy of the first member appointed by the Governor of Virginia under former section 6007(e)(1)(A) whose term expires after the date of the enactment of this Act. The Virginia State legislature shall appoint under new section 6007(e)(1)(D) persons to fill the vacancies of the second and third members appointed by the Governor under former section 6007(e)(1)(A) whose terms expire after such date of enactment. Representatives from Virginia local governments shall appoint under new section 6007(e)(1)(E) persons to fill the vacancies of the fourth and fifth members appointed by the Governor under former section 6007(e)(1)(A) whose terms expire after such date of enactment.

(2) DISTRICT OF COLUMBIA APPOINTMENTS.—The Mayor of the District of Columbia shall appoint under new section 6007(e)(1)(B) a person to fill the vacancy of the first member appointed by the Mayor of the District of Columbia under former section 6007(e)(1)(B) whose term expires after the date of the enactment of this Act. Representatives from

the District of Columbia government shall appoint under new section 6007(e)(1)(F) persons to fill the vacancies of the second and third such members appointed by the Mayor under former section 6007(e)(1)(B) whose terms expire after such date of enactment.

(3) MARYLAND APPOINTMENTS.—The Governor of Maryland shall appoint under new section 6007(e)(1)(C) a person to fill the vacancy of the first member appointed by the Governor of Maryland under former section 6007(e)(1)(C) whose term expires after the date of the enactment of this Act. Representatives from Maryland local governments shall appoint under new section 6007(e)(1)(G)—

(A) a person to fill the vacancy of the second member appointed by the Governor under former section 6007(e)(1)(C) whose term expires after such date of enactment; and

(B) a person to fill the vacancy of the member appointed by the President under former section 6007(e)(1)(D) when the term of such member expires after such date of enactment.

(d) DEFINITIONS.—In this section, the following definitions apply:

(1) FORMER SECTION 6007(e).—The term "former section 6007(e)" means section 6007(e) of the Metropolitan Washington Airports Act of 1986 as in effect on the day before the date of the enactment of this Act.

(2) NEW SECTION 6007(e).—The term "new section 6007(e)" means section 6007(e) of the Metropolitan Washington Airports Act of 1986, as amended by section 3 of this Act.

#### TRIBUTE TO JOSEPHINE "JO" GORE ON HER RETIREMENT

HON. SCOTT MCINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, February 6, 1995

Mr. MCINNIS. Mr. Speaker, today, I want to congratulate Josephine "Jo" Gore on the occasion of her retirement from the Delta County clerk's office on January 9, 1995.

During her 14-year career, Jo has served in the Motor Vehicle Department and the county clerk's office. Her professionalism and devotion to the people of Delta County has not gone unnoticed. Jo has successfully moved Delta County into the 20th century with the coming of the high-technology age. With the ever-growing population of Delta County and the advent of Amendment One, we have seen Jo's role in the community grow in importance. She will surely be missed.

Mr. Speaker, I ask our colleagues to join me in congratulating Jo Gore on her transition to civilian life. I wish her the best of luck in whatever she decides to do. I know all of us in Colorado thank her for her dedicated, professional, and selfless service to Delta County CO.

#### SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate on February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees



to notify the Office of the Senate Daily Digest—designated by the Rules Committee—of the time, place, and purpose of the meetings, when scheduled, and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for printing in the Extensions of Remarks section of the CONGRESSIONAL RECORD on Monday and Wednesday of each week.

Meetings scheduled for Tuesday, February 7, 1995, may be found in the Daily Digest of today's RECORD.

### MEETINGS SCHEDULED

#### FEBRUARY 8

- 9:30 a.m.  
Budget  
To hold hearings on the President's fiscal year 1996 budget for the Federal Government.  
SD-608
- Finance  
Organizational meeting to consider subcommittee membership; to be followed by hearings to examine proposed tax cuts contained in the President's fiscal year 1996 budget for the Federal Government.  
SD-215
- Governmental Affairs  
To continue hearings to examine regulatory reform issues.  
SD-342
- 2:00 p.m.  
Judiciary  
To hold hearings on pending nominations.  
SD-226
- Select on Intelligence  
To hold closed hearings on intelligence matters.  
SH-219

#### FEBRUARY 9

- 9:30 a.m.  
Armed Services  
To hold hearings on proposed legislation authorizing funds for fiscal year 1996 for the Department of Defense and the future years defense program.  
SH-216
- Energy and Natural Resources  
To hold hearings on the President's proposed budget request for fiscal year 1996 for the Department of Energy and the Federal Energy Regulatory Commission.  
SD-366
- Finance  
To hold hearings on S. 287, to expand individual retirement accounts (IRA's) for spouses, and on proposals to expand IRA's, 401(k) plans, and other savings arrangements.  
SD-215
- Labor and Human Resources  
To hold hearings to examine employee involvement and worker management cooperation.  
SD-430
- Veterans' Affairs  
To hold joint hearings with the House Committee on Veterans' Affairs to review the legislative recommendations of the Paralyzed Veterans of America, Jewish War Veterans, Retired Officers

Association, Non-Commissioned Officers Association, and the Association of the United States Army.

345 Cannon Building

- 10:00 a.m.  
Appropriations  
Foreign Operations Subcommittee  
To hold hearings on proposed budget estimates for fiscal year 1996 for foreign assistance programs, focusing on U.S. policy toward Russia and the New Independent States.  
SD-192
- Indian Affairs  
To hold oversight hearings to review challenges facing Indian youth.  
SR-485

#### FEBRUARY 10

- 9:00 a.m.  
Judiciary  
To hold hearings on the national drug control strategy.  
SD-226
- 9:30 a.m.  
Budget  
To hold hearings on the President's proposed budget request for fiscal year 1996 for the Department of Defense.  
SD-608
- 10:00 a.m.  
Small Business  
To hold hearings on the future of the Small Business Administration.  
SR-428A

#### FEBRUARY 14

- 9:30 a.m.  
Agriculture, Nutrition, and Forestry  
To hold hearings to examine how to reduce excessive government regulation of agriculture and agribusiness.  
SR-332
- Indian Affairs  
To hold hearings on proposed legislation authorizing funds for fiscal year 1996 for Indian programs.  
SR-485

#### FEBRUARY 15

- 9:30 a.m.  
Energy and Natural Resources  
To hold hearings on the President's proposed budget request for fiscal year 1996 for the Forest Service.  
SD-366
- Labor and Human Resources  
To hold hearings on S. 141, to repeal the Davis-Bacon Act of 1931 to provide new job opportunities, effect significant cost savings on federal construction contracts, promote small business participation in Federal contracting, and reduce unnecessary paperwork and reporting requirements.  
SD-430
- 2:00 p.m.  
Judiciary  
Antitrust, Business Rights, and Competition Subcommittee  
To hold hearings to examine the court imposed major league baseball antitrust exemption.  
SD-226

#### FEBRUARY 16

- 9:30 a.m.  
Indian Affairs  
To continue hearings on proposed legislation authorizing funds for fiscal year 1996 for Indian programs.  
SR-485

- 10:00 a.m.  
Labor and Human Resources  
Children and Families Subcommittee  
To hold hearings to examine the effectiveness of the Federal child care and development block grant program.  
SD-430

#### FEBRUARY 23

- 2:00 p.m.  
Indian Affairs  
To hold oversight hearings to examine the structure and funding of the Bureau of Indian Affairs.  
SR-485

#### MARCH 1

- 9:30 a.m.  
Veterans' Affairs  
To hold joint hearings with the House Committee on Veterans Affairs to review the legislative recommendations of the Disabled American Veterans.  
345 Cannon Building

#### MARCH 2

- 10:00 a.m.  
Appropriations  
Transportation Subcommittee  
To hold hearings on proposed budget estimates for fiscal year 1996 for the Department of Transportation.  
SD-192

#### MARCH 7

- 9:30 a.m.  
Veterans' Affairs  
To hold joint hearings with the House Committee on Veterans Affairs to review the legislative recommendations of the Veterans of Foreign Wars.  
345 Cannon Building

#### MARCH 9

- 10:00 a.m.  
Appropriations  
Transportation Subcommittee  
To hold hearings on proposed budget estimates for fiscal year 1996 for the National Transportation Safety Board.  
SD-192

#### MARCH 16

- 10:00 a.m.  
Appropriations  
Transportation Subcommittee  
To hold hearings on proposed budget estimates for fiscal year 1996 for the Federal Highway Administration, Department of Transportation.  
SD-192

#### MARCH 23

- 10:00 a.m.  
Appropriations  
Transportation Subcommittee  
To hold hearings on proposed budget estimates for fiscal year 1996 for the Federal Railroad Administration, Department of Transportation, and the National Passenger Railroad Corporation (Amtrak).  
SD-192

#### MARCH 30

- 9:30 a.m.  
Veterans' Affairs  
To hold joint hearings with the House Committee on Veterans Affairs to review the legislative recommendations of AMVETS, American Ex-Prisoners of War, Vietnam Veterans of America,

Blinded Veterans Association, and the  
Military Order of the Purple Heart.  
345 Cannon Building

10:00 a.m.

#### Appropriations

##### Transportation Subcommittee

To hold hearings on proposed budget estimates for fiscal year 1996 for the Federal Aviation Administration, Department of Transportation.

SD-192

APRIL 27

10:00 a.m.

#### Appropriations

##### Transportation Subcommittee

To hold hearings on proposed budget estimates for fiscal year 1996 for the Federal Transit Administration, Department of Transportation.

SD-192

MAY 4

10:00 a.m.

#### Appropriations

##### Transportation Subcommittee

To hold hearings on proposed budget estimates for fiscal year 1996 for the United States Coast Guard, Department of Transportation.

SD-192